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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

25X1A

COUNTRY Germany (Russian Zone)

DATE DISTR. 4 August 1950

SUBJECT Construction of Drifters at
the Stralsunder Volkswerft

NO. OF PAGES

3-2200

PLACE
ACQUIRED [REDACTED]NO. OF ENCLS.
(LISTED BELOW)1* (3 blue-
prints)DATE OF
INFO. [REDACTED]25X1 SUPPLEMENT TO
REPORT NO.

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1. The Stralsund Volkswerft employed 4,572 workers and employees on 15 February 1950. This does not include 200 specialists who had been detailed to Stralsund from the Rostslaw Werke (Albe Shipyard).

2. Gellert, (fnu), Dech, (fnu), and Hagen, (fnu), were the leading engineers.

3. The officials Novikov, (fnu), Burakov, (fnu) and Blinov, (fnu), supervise the construction of the drifters for the Karlshorst Soviet Control Commission. Blinov is employed by the Schwerin Vereinigung von Volkswerften (Union of People's owned shipyards). A representative of the Soviets with the Deutsche Russenhandelszentrale (German Foreign Trade Central) also works in Stralsund.

4. It was made known at a shipyard meeting on 22 February 1950 that the production rate for 1950 was fixed at 56 drifters. Thirty-one of these will be delivered to the U.S.S.R. as reparations. Twenty-five are for the fishing fleet in Sassnitz.

5. Drifters No 401 and 402 were delivered to the U.S.S.R. after they had finished their trial and acceptance runs on 8 and 15 January. They were given the new

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numbers CIT 141 and CIT 142. The inscription Kaliningrad, in Cyrillic letters, is at the stern.

6. Drifters No 403 and 404 are still undergoing their acceptance runs. As a result of certain deficiencies, interior alterations had to be carried out twice on drifter No 403.
7. Drifters No 405 and 406 were undergoing trial runs.
8. Drifters No 407, 408 and 409 will be launched by the end of March 1950.
9. At present the skin planing of Drifters No 410 and 412 is welded on in Hall VI.
10. Drifters No 413, 414 and 415 lie in Hall VI but have neither bow nor stern.
11. Drifters No 416, 417 and 418 are on the stocks in Hall VI.
12. The numbers CIT 143, 146, 147 and 148 were given to the drifters which arrived in Ostalund from Kosslau on the waterways and which are fitted out here.
13. From Drifter No 404 on, alterations are made in the interior arrangements of the vessels. *
14. According to statements by engineers and master mechanic, rumors about changing to a new type of drifter are completely false.
15. The complement of a drifter consists of sixteen persons, including the master, two mates, eleven sailors and two engineers.
16. The buildings which are under construction behind halls II through V are not yet completed. The building activity which had been stopped during the winter has not been resumed yet. One of these

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buildings will probably be a kitchen with an adjoining dining hall.

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17. The drifter which had been sent to Koenigsberg (Kaliningrad) had been handed over to the Soviet Navy for mine-sweeping duty, although building orders for the vessel had been placed by an office of the West-Leningrad Ministry of Fishery. **

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* [REDACTED] Comment. See annex for new plans for interior arrangements.

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** [REDACTED] Comment. The exact construction numbers give an exact idea of the actual capacity of the shipyard. As the shipyards in Wisnar, Rostock and Kolgast also built drifters, a total annual production of about 200 drifters is to be expected. Such large numbers will never be required for fishing in the Baltic Sea. Thus the report that these drifters are required for mine sweeping duties gains increased importance. The number of employees is continuously rising. It may therefore be inferred that there is a shortage of skilled labor.

3 Annexes: Three original blueprints of conduits.

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